KNOWLEDGE
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And The Award Goes To

U.S. ARMY COMBAT READINESS CENTER FORT RUCKER, ALA.

The Broken Wing Award recognizes aircrew members who demonstrate a high degree of professional skill while recovering from an in-flight failure or malfunction requiring an emergency landing. Requirements for the award are listed in Army Regulation 672-74, Army Accident Prevention Awards. The U.S. Army Combat Readiness Center Commanding General recently approved the following awards.

CW4 JAMES TURNER and CW3 MARC LATIMER
Corpus Christi Army Depot, Corpus Christi, Texas
Oct. 11, 2006 UH-60A

During a maintenance test flight, the crew, CW4 James Turner and CW3 Marc Latimer, experienced simultaneous emergencies of increasing RPMr on the No. 2 engine and decreasing RPMr on the No. 1 engine, torque split, No. 1 engine alternator failure, vertical instrument display system failure and probable failure of the power available spindle on the No. 1 engine power control lever. The crew was challenged with incorrect engine and system indications, but they troubleshot the failures until they were able to execute a safe landing. The pilots utilized experience, crew coordination and skill to diagnose and manipulate the engine PCLs to control an emergency situation not covered in training or the operator's manual to land with power. For approximately three minutes and 20 seconds, they manipulated the PCLs, managed available power and troubleshot their indications through marginal visual flight rules conditions to a safe roll-on landing point. Faced with required immediate action, the pilots safely landed the aircraft, preventing serious injury to crew and a Class A aircraft loss.

CW4 ANDREW ISAAC and 1LT CHRISTIAN O'LEARY
B Company, 1-183rd, 82nd Combat Aviation Brigade, 82nd Airborne Division, Task Force Talon
Dec. 23, 2006 AH-64A

While conducting a border reconnaissance mission along the Afghanistan and Pakistan border in support of Operation Enduring Freedom VII, CW4 Andrew Isaac and 1LT Christian O'Leary were paired with a UH-60L. Crossing mountainous terrain at 9,500 MSL (500 feet AGL), the crew noticed a strong burning smell in both cockpits. Seconds later, the OIL ACCESSORY PSI caution/warning light illuminated, followed by a loud thud from the transmission area. CW4 Isaac, the pilot in command, immediately assessed the situation and determined the aircraft needed to be landed as soon as possible. 1LT O'Leary transmitted emergency landing intentions to their UH-60L sister ship. Simultaneously, CW4 Isaac slowed the aircraft from 110 knots free cruise toward the only suitable landing area in sight. During their descent, the crew's choice for landing changed several times due to heavy snow, slopes and trees in the landing areas. On final approach, the shaft-driven compressor and clamp holding the compressor in place failed, allowing oil to escape the accessory gearbox and burn. The rear cockpit filled with smoke, and CW4 Isaac transferred the controls to his front-seater. 1LT O'Leary adjusted the approach path to a snow-covered streambed surrounded by pine trees 300 meters short of their intended landing area. 1LT O'Leary completed a whiteout landing to a 70-foot by 100-foot landing area with near-zero visibility in his cockpit and zero visibility within the backseat cockpit. CW4 Isaac immediately completed emergency shutdown procedures and the crew exited the aircraft without injury or further damage to their aircraft. The crew estimated the entire event from onset to landing was less than 45 seconds. Faced with required immediate action, the pilots safely landed the aircraft, preventing serious injury to crew and a Class A aircraft loss.